IV. Delay in tie up of adequate funds and sources of funds Budgetary internal resources, extra budgetary and external aid).

V. Delay in finalisation of detailed engineering, release of drawings and delay in availability of fronts.

VI. Frequent Scope changes.

VII. Delay in tendering and ordering.

VIII. Lack of deleneration of responsibility with the Consultant and the project organisation.

IX. Inadequate supply of inputs.

X. Non-Sequential and delayed supply of fabricated equipment.

XI. Non-sequential and delayed supply of fabricated equipment.

XII. Teething troubles due to mal functioning of equipment.

XIII. Selection of unproven technology.

XIV. Difficult geology at the project site.

XV. Poor project management practices.

According to the analysis carried out in the DPI in respect of the Central Projects indicates the following major causes of Cost escalation.

I. Change in statutory duties like excise, customs, sales tax etc.

II. Variation in foreign exchange rates.

III. Higher cost of environmental safeguards and rehabilitation measures.

IV. Higher cost of land acquisition due to higher compensation demanded by land owners.

V. Change in the scope of project.

VI. Higher prices being quoted by the bidders in certain disturbed areas.

VII. Under estimation of original cost estimate and

VIII. General price rise.

**STATEMENT-II**

*Steps taken by the Government to streamline for preparing the original estimates and implementation of projects*

(i) Two-stage project approval to ensure adequate preparation, environmental and other clearances and infrastructure planning at stage I before a project is finally approved for implementation at stage II.

(ii) Intensive monitoring of projects at various levels. This enables the monitoring agencies to identify constraints and help the management in taking remedial measures.

(iii) Indepth critical review of the progress by the project authorities and Administrative Ministries.

(iv) Setting up of Task Force/Empowered committees for speedy finalisation of contract packages, solving land acquisition and other problems.

(v) Close follow up by the Department of Programme Implementation, concerned administrative Ministries and project authorities with the State Government, equipment suppliers, contractors, consultants and other concerned agencies to minimise delays.

(vi) Inter-ministrial coordination and interaction.

(vii) Emphasis on preparation of realistic project implementation plan.

(viii) Review by the Committee of Secretaries of the Specific Projects facing constraints.

**Refuelling Facility at Imphal Airport**

1737. SHRI ISWAR PRASANNA HAZARIKA : Will the PRIME MINISTER be pleased to state :

(a) whether there is refuelling facility at Imphal Airport;

(b) if not, the quantity of extra fuel to be carried from the immediately preceding airports like Guwahati in the case of Air Bus A 320 flights to Delhi;

(c) whether it results in reduction in number of passengers that can be carried in the flights to and or via Imphal and it results in loss to IAC; and

(d) the steps the Government are taking to install fuelling facility at Imphal Airport to avoid these losses and public inconvenienc?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Yes, Sir. There are permanent refuelling facilities at the Imphal Airport operated by the Indian Oil Corporation Ltd.

(b) to (d). Do not arise.

**Roads in Delhi**

1738. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

(a) whether the condition of roads in Delhi become deplorable after ever rains;

(b) if so, the reasons therefor;

(c) the corrective steps being taken in this regard; and